

ACCELERATION - DECELERATION LANES FOR CENTRAL AVENUE

On the South Side of Central Avenue From a Point 800' West of the
W.L. Rock Road To a Point 275' West of the W.L. Rock Road.

And

ROCK ROAD

On the West Side of Rock Road from the South Line Rockwood
Center Addition To a Point 170' South of the S.L. of Central Avenue

Project No.

472-76-245-81832-000-000-001

City of Wichita, Kansas - Michael E. Lindebak, City Engineer

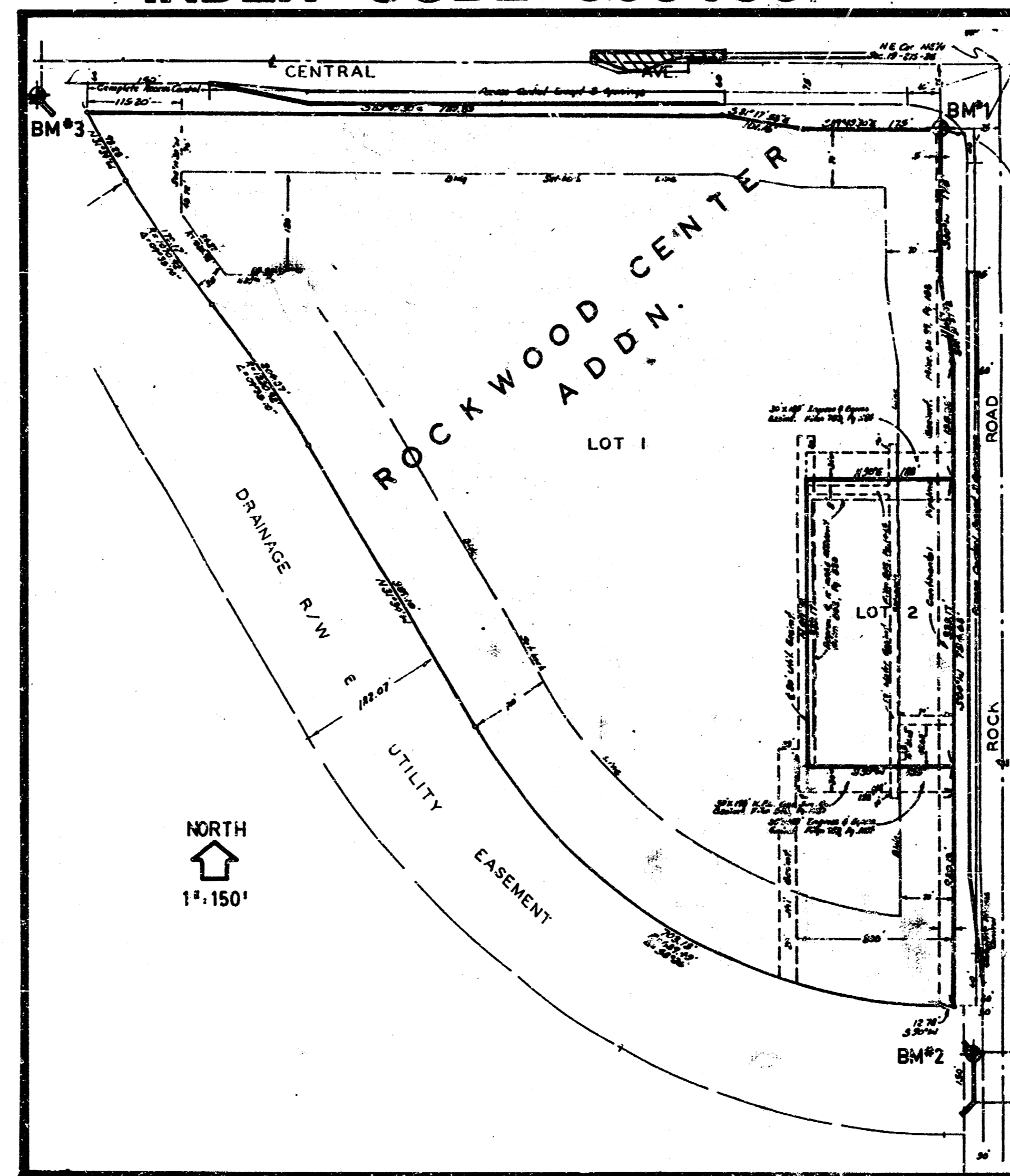
INDEX CODE 606186

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BENCHMARKS

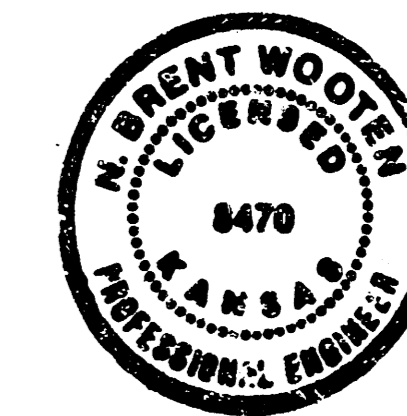
1. 1" X 1" Cul in Wk @ NE. Cor. Lot 1, Rockwood Center Addn. Elev. = 166.23 City datum
2. City disc top handrail (N.S. of R.C.B.C.) 401 W. E. Rock Road (Plan Sta. 37136.7) Elev. = 160.00 City datum
3. City disc on S. Hubbard (E. end R.C.B.C.) 411 E. Central Ave. (Plan Sta. 37122.7) Elev. = 150.23 City datum



Benefit District

General Notes

1. UTILITY SERVICE LINES, POWER POLES, VALVE BOXES, METERS AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION, UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION AS SHOWN ON THE PLANS REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH THE PROPOSED CONSTRUCTION.
2. A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF THE EXISTING SURFACE COURSE OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT THE LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWS JOINTS TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.
3. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND PAVEMENT REMOVAL WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO THE SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT IN THE OPINION OF THE ENGINEER WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED DUE TO HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
5. REMOVAL OF EXISTING CONCRETE DRIVEWAY BEHIND THE PROPERTY LINE WILL BE PAID FOR AS SQUARE FEET OF WALK AND DRIVE REMOVED. MONOLITHIC CURBING SHALL BE CONSTRUCTED TO TRANSITION FROM THE WALK GRADES TO MATCH THE FULL HEIGHT CURBING IN 10'. THE COST OF THE TRANSITION CURBING SHALL BE CONSIDERED AS INCIDENTAL TO THE BID ITEM OF 6" CONCRETE DRIVEWAY PAVEMENT.
6. DRIVEWAY WIDTHS AND LOCATIONS SHOWN ON THE PLAN ARE TO BE VERIFIED WITH THE OWNER PRIOR TO CONSTRUCTION. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN PROPERLY EXECUTED DRIVEWAY REQUEST FORMS SIGNED BY THE PROPERTY OWNER OR HIS AUTHORIZED REPRESENTATIVE VERIFYING SUCH DRIVEWAY WIDTHS AND LOCATIONS. SUCH FORMS SHALL BE SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL. THE OWNER SHALL HAVE THE OPTION OF CONSTRUCTION OF THE MAJOR ENTRANCE ON CENTRAL AVE.
7. THE CONTRACTOR SHALL GIVE THE PROPERTY OWNER (WOODY TAYLOR 483-6262) AND/OR HIS TENANTS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO THE START OF CONSTRUCTION. TRAFFIC IS TO BE CARRIED THRU CONSTRUCTION OF THIS PROJECT AT ALL TIMES. AT LEAST ONE DRIVEWAY IS TO BE KEPT OPEN TO TRAFFIC FROM ROCK ROAD AT ALL TIMES DURING CONSTRUCTION.
8. THE CONTRACTOR SHALL FERTILIZE, SEED, AND MULCH THE DISTURBED AREAS PER CITY STANDARDS. ALL SUCH WORK SHALL BE PAID FOR AT THE PRICE BID PER ACRE, FOR FERTILIZING, SEEDING AND MULCHING.
9. PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHT-OF-WAY WHICH CONFLICT WITH THE NEW CONSTRUCTION. THE CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THE OWNER PRIOR TO CONSTRUCTION TIME. THE CONTRACTOR SHALL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND VALVES AND GIVE SUCH MATERIAL TO THE OWNER. ALL WORK IN CONNECTION WITH THE UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED AS SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.
10. THE CONTRACTOR SHALL NOTIFY PIPELINE COMPANIES AT LEAST 24 HOURS IN ADVANCE OF ANY WORK BEING PERFORMED OVER AND/OR ADJACENT TO THE PIPELINES.

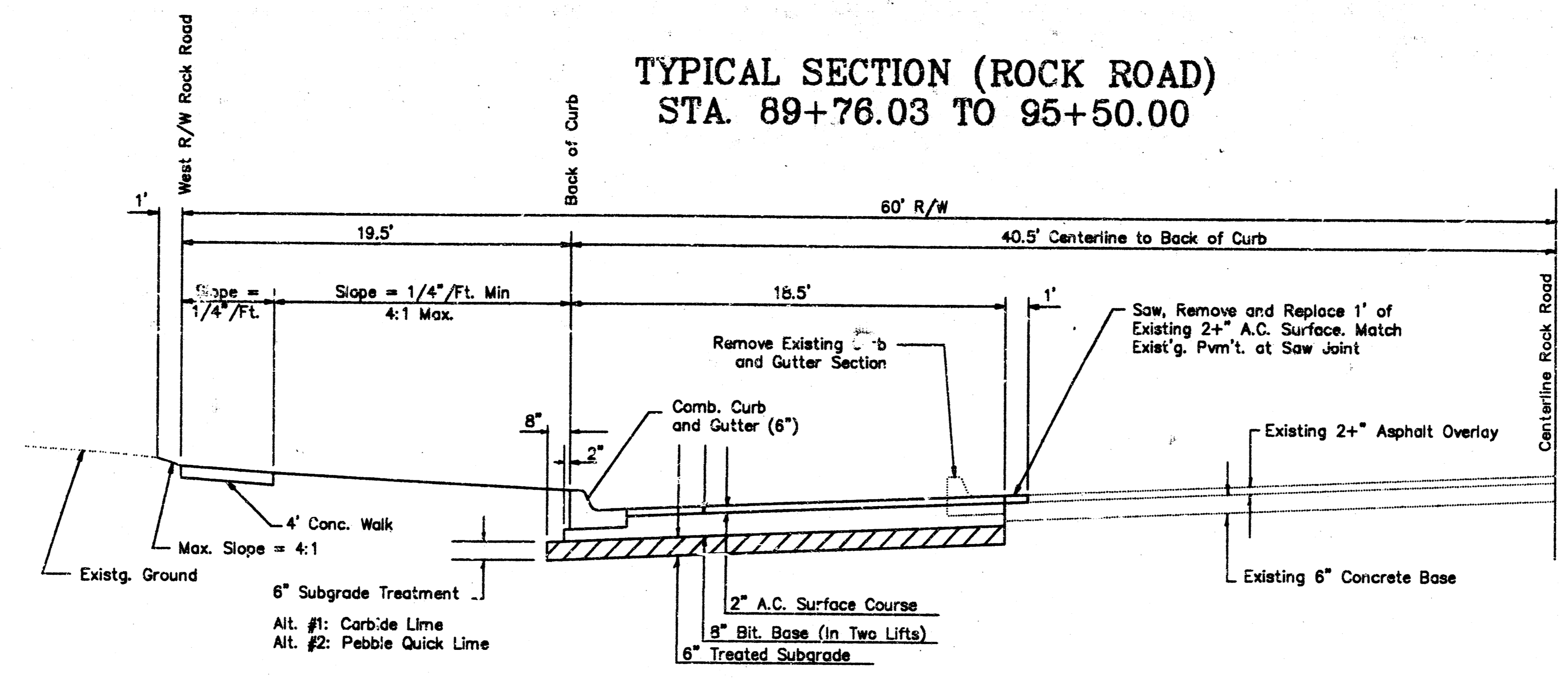


Rev. June 7, 1989
August 10, 1988

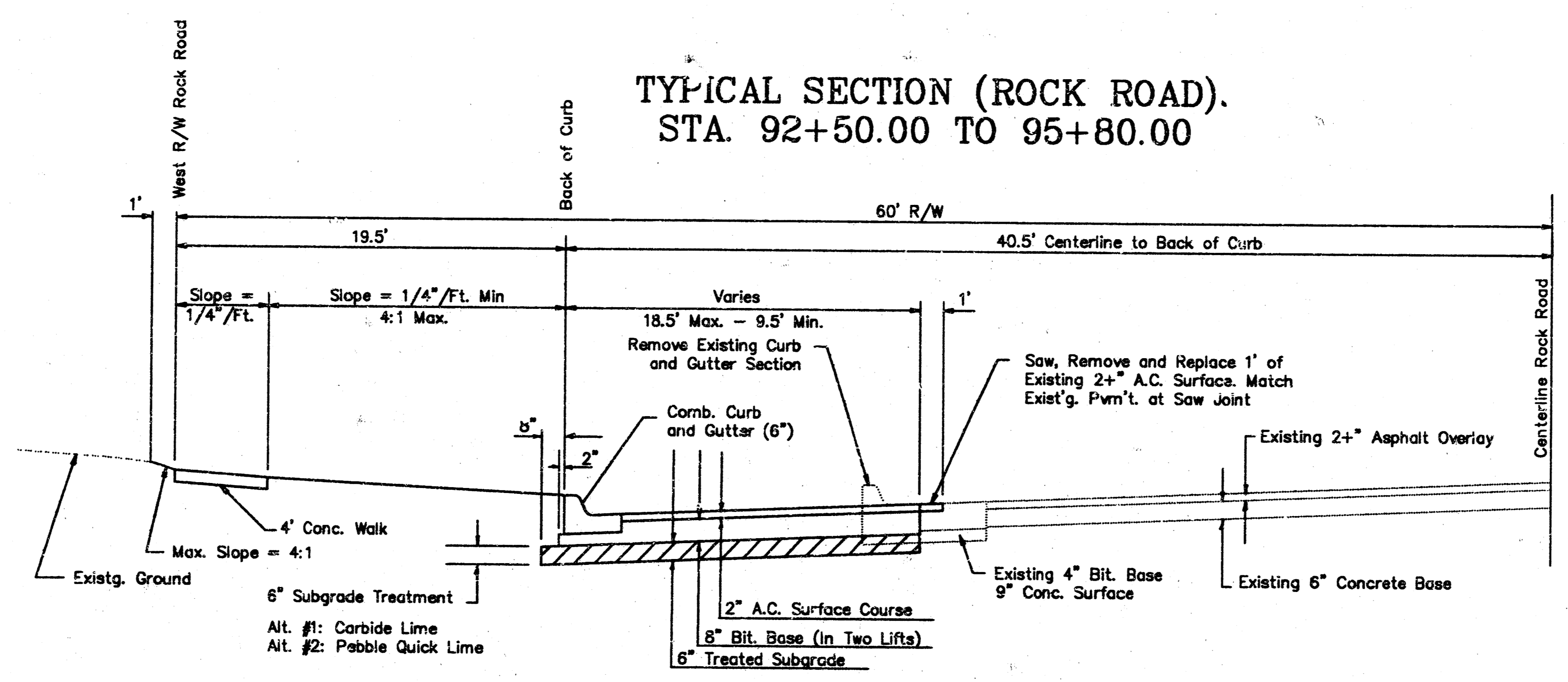
BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
318/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

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AVAILABLE COPY

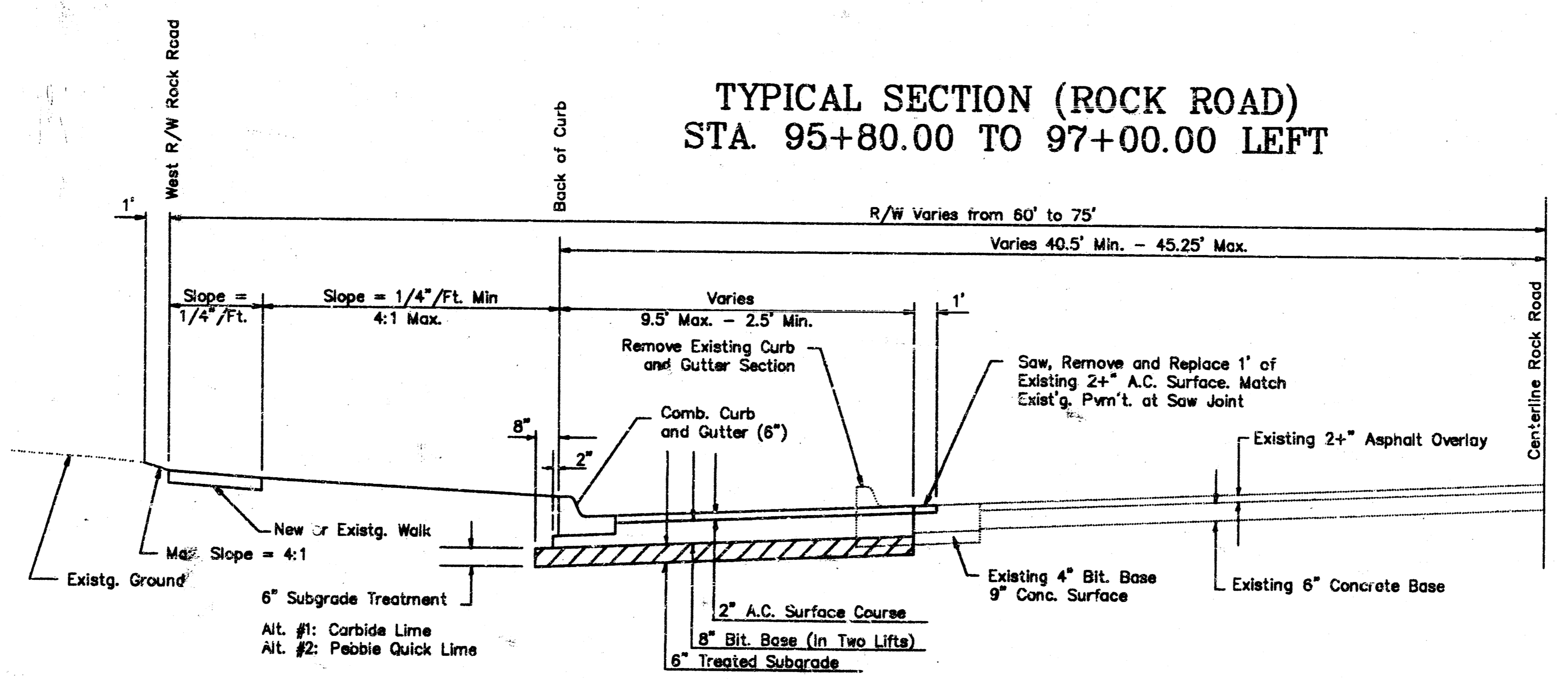
**TYPICAL SECTION (ROCK ROAD)
STA. 89+76.03 TO 95+50.00**



**TYPICAL SECTION (ROCK ROAD).
STA. 92+50.00 TO 95+80.00**



**TYPICAL SECTION (ROCK ROAD)
STA. 95+80.00 TO 97+00.00 LEFT**



| | | | | | |
|---|-----------------|--------------------|-----------------|---------------|------------|
| TYPICAL SECTIONS FOR ROCK ROAD WEST SIDE | | | | | |
| BAUGHMAN COMPANY P. A. SURVEYING & ENGINEERING 316/282-7271 • 315 ELLIS • WICHITA, KANSAS 67211 | | | | | REV. |
| PROJECT NUMBER 472-76-245-81832-000-000-001 | | | | | SHEET 3 |
| DESIGN T.C.R. | DRAWN C.M.B. | APPROVED T.C.R. | DATE JUNE 39 | SCALE NONE | OF 12 |

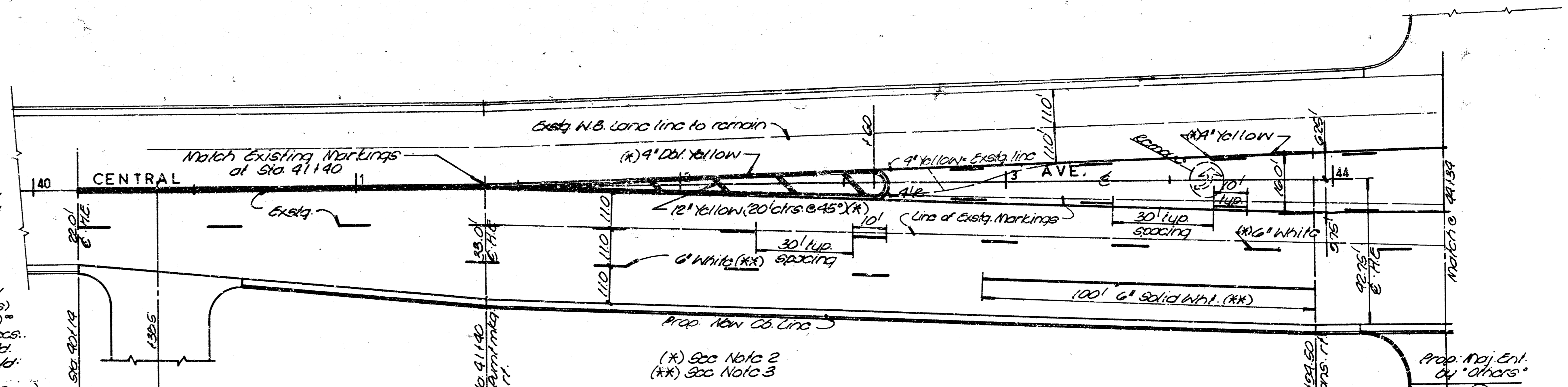
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BENCHMARKS

1. "X" cut in mt. @ MC Cor. Lot 1, Redwood Center Area. Elev. 125.28 City datum
2. City pipe top marker (N.S. of C.C.C.) 40' W. of East. Access (Plan Sta. 41140.7) Elev. 140.00 City datum
3. City pipe on S. Subgrade (E. of C.C.C.) 41' W. of Center P.C. (Plan Sta. 41142.7) Elev. 150.83 City datum

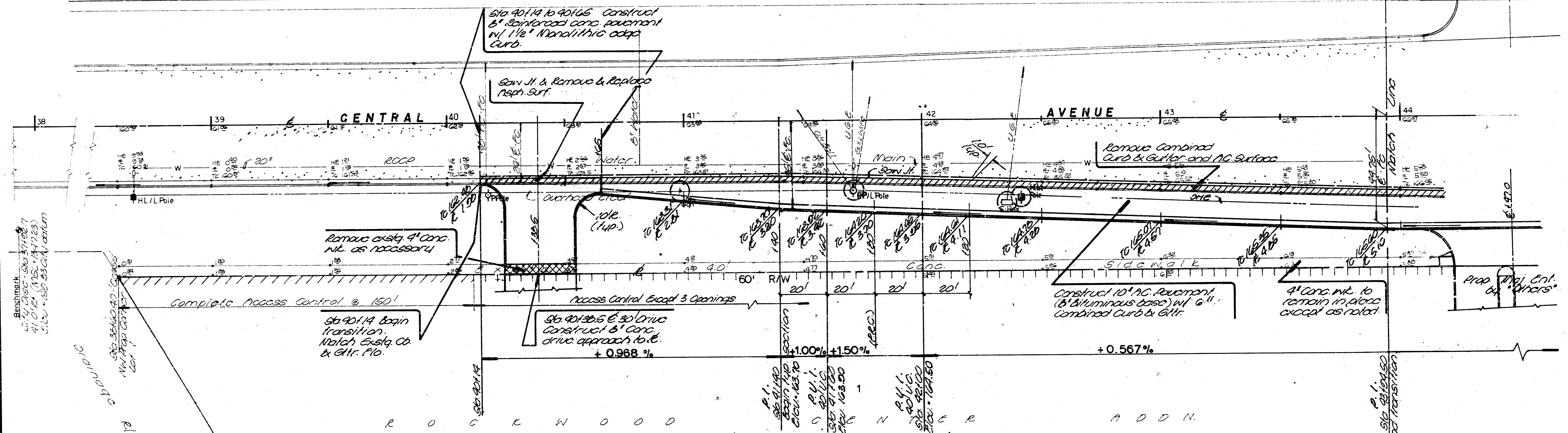
NOTE

1. All pavement markings shall conform to the current state set forth in the "Manual on Uniform Traffic Control Devices"
2. All pavement markings shall be the "Cold laid Plastic Top(s)" and the "cut Standard Symbol(s)" type, meeting the required specs. Install & Cold roll as per site installation procedure for cold-laid P.U. Markings.
3. Where new pavement (high conc.) is being constructed, the pavement markings must be installed while the new wearing surface is still warm (at least 120°F) and rolled, so as to imprint the pavement markings into the new pavement.
4. Pavement marking removal (existg.) shall be accomplished in accordance with City Specs. for pavement marking removal.



MARKING DETAIL

STA. 40+14 TO STA. 44+34



EARTHWORK QUANTITIES

| | | | | | |
|-----------------------|--------|-----|----------------|------|-----|
| Excavation | 1524.5 | cy. | Compacted Fill | 0.00 | cy. |
| +10% | 152.3 | | +10% | 0 | |
| Total | 1677.0 | cy. | Total | 0.00 | cy. |
| Subgrade Manipulation | 2840 | sq. | | | |
| Borrow Material | 0.00 | cy. | | | |

PAVING IMPROVEMENTS
CENTRAL AVE.
STA. 40+14 TO STA. 44+00

BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316-222-7271 • 316 ELLIS • WICHITA, KANSAS 67211

Project Number: 472 76 216 21682 000 000 001

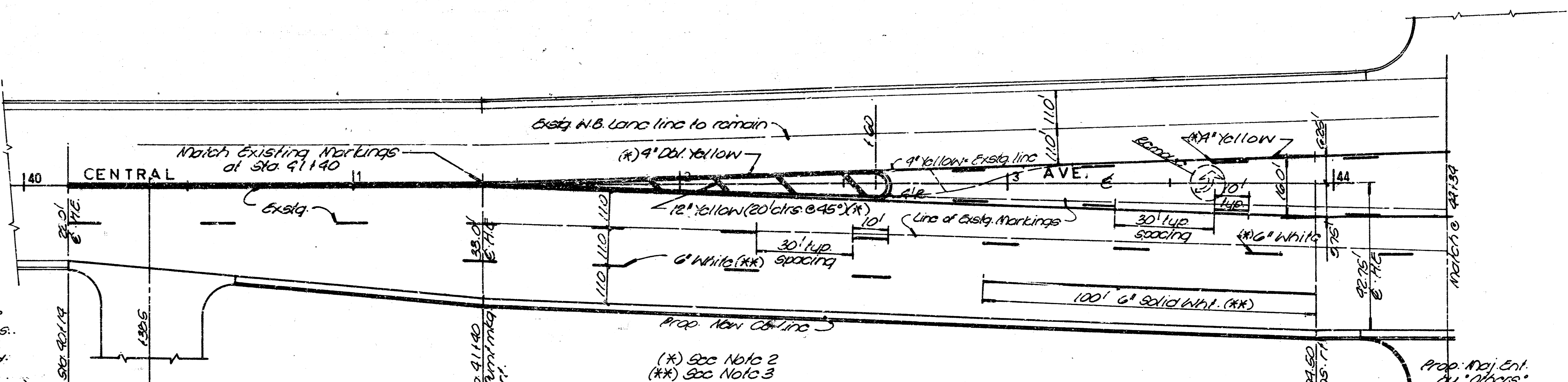
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BENCHMARKS

1. "X" cut in NW 1/4 Sec. 16, T. 12N, R. 10E, S. 23E, 1/4 Sec. 16, T. 12N, R. 10E, S. 23E, City datum
2. City pipe top (N.S. of C.C.C.)
40' 11" E. from road (Sta. 41+40)
Elev. = 160.00 City datum
3. City pipe on S. side of road (E. end of C.C.C.)
41' 0" E. from road (Sta. 41+40)
Elev. = 159.88 City datum

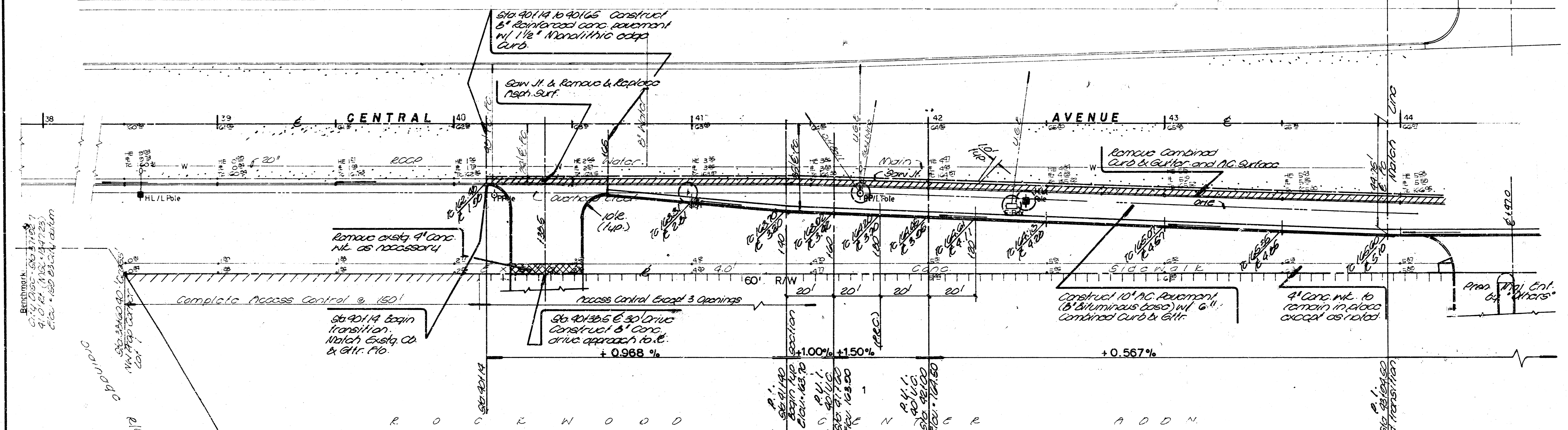
NOTES

1. All pavement markings shall conform to the current state set forth in the "Manual on Uniform Traffic Control Devices"
2. All pavement markings shall be the "Color-Laid Plastic Tape (S)" and the "Standard Symbol (S)" type, meeting the required specs. Install & Color roll as per old installation procedure for color-laid P.U. Markings.
3. Where new pavement (Pach. Conc.) is being constructed, the curbside markings must be installed while the new paving surface is still warm (at least 120°F) and rolled, so as to imbed the curbside markings into the new pavement.
4. Pavement marking removal (exist.) shall be accomplished in accordance with City Specs. for pavement marking removal.



MARKING DETAIL

STA. 40+14 TO STA. 44+34



EARTHWORK QUANTITIES

| | | | | | |
|-----------------------|--------|-----|----------------|------|-----|
| Excavation | 1524.5 | cy. | Compacted Fill | 0.00 | cy. |
| + 10% | 152.5 | | + 10% | 0 | |
| Total | 1677.0 | cy. | Total | 0.00 | cy. |
| Subgrade Manipulation | 2440 | sq. | | | |
| Borrow Material | 0.00 | cy. | | | |

PAVING IMPROVEMENTS
CENTRAL AVE.
STA. 40+14 TO STA. 44+00

BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316/982-7271 • 315 ELLIS • WICHITA, KANSAS 67211

Project: 472-76-245-01000-000-001

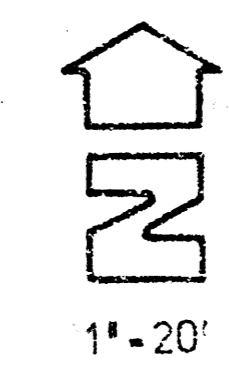
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BENCHMARKS

- 1. 1" x 1" cut in Mt. & N.E. Cor. Lot 1, Rockwood Center Wash. Elev. = 66.28 City datum
- 2. City disc top (center) (N.S. of E.C.C.) 40' N. & East Road (Pensla 31102.7) Elev. = 150.00 City datum
- 3. City disc on S. Subguard (E. end E.C.C.) 41' E. of Control Pnt. (Pensla 31102.7) Elev. = 150.23 City datum

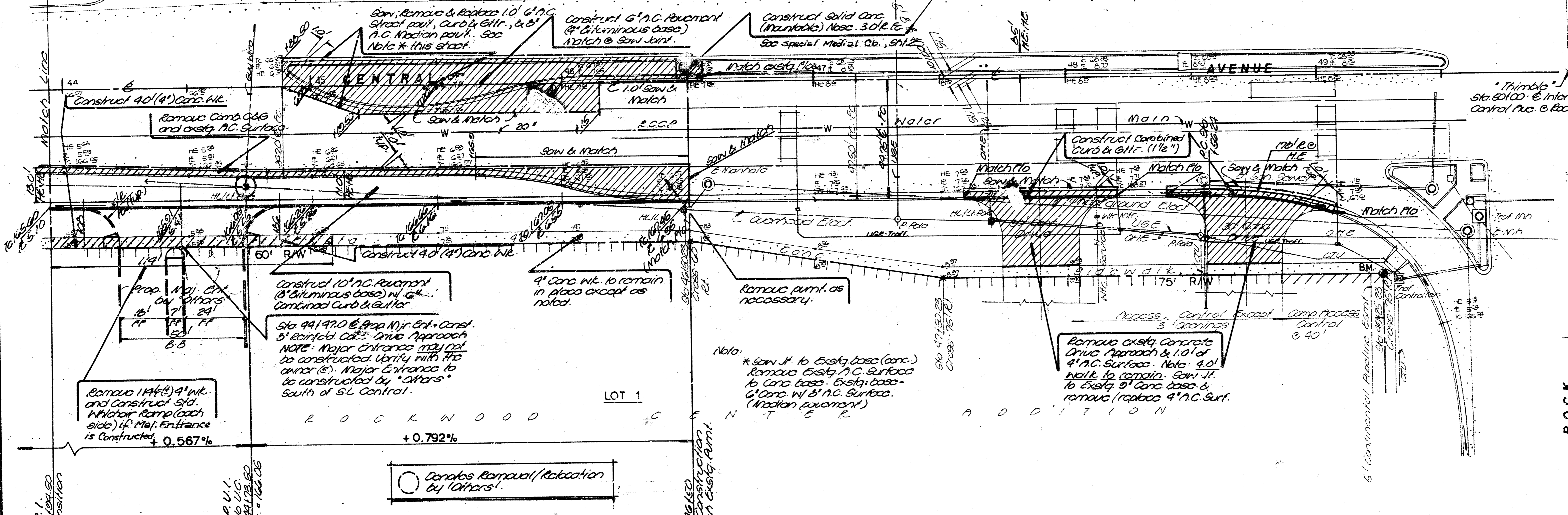
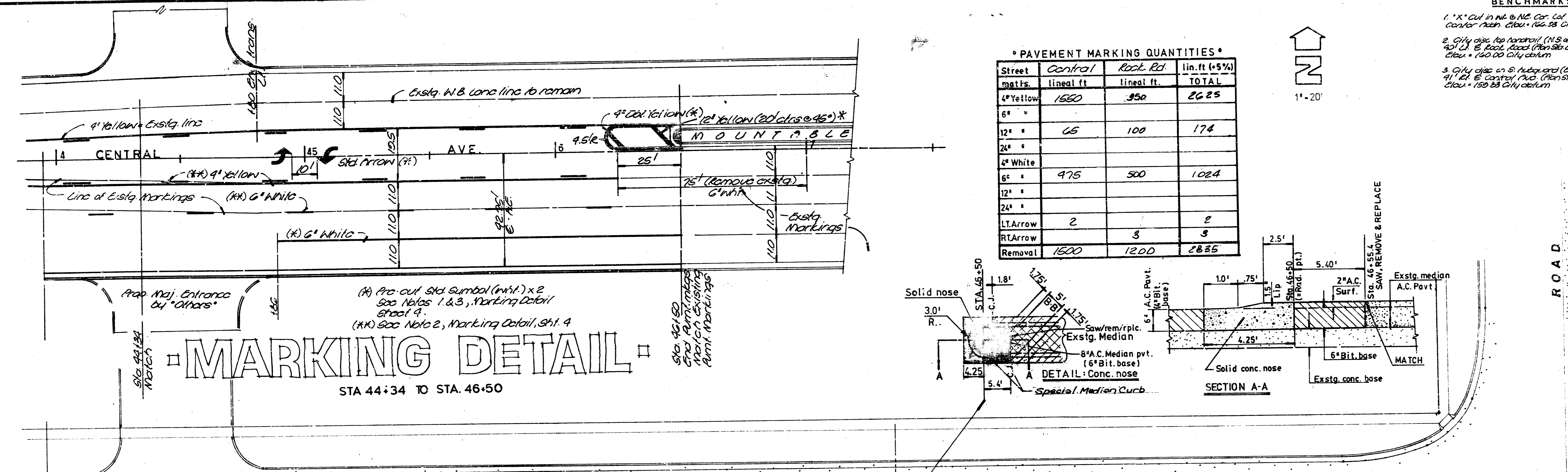
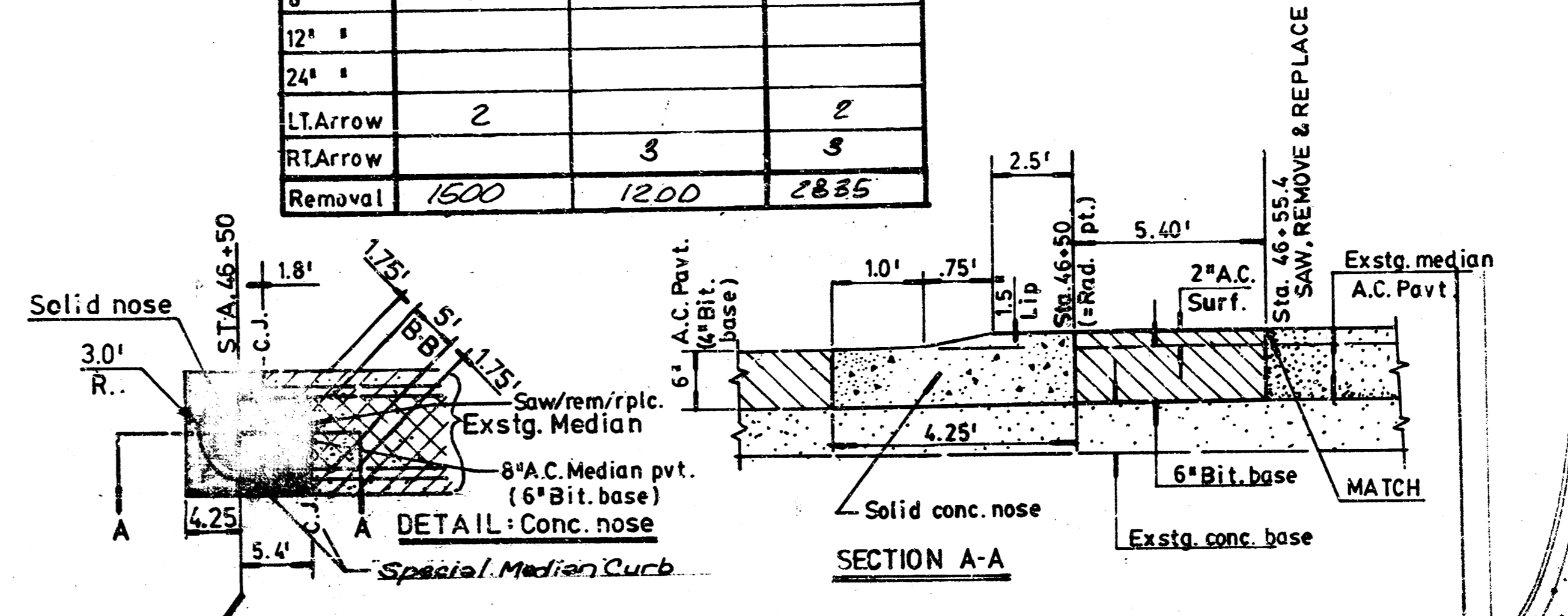
PAVEMENT MARKING QUANTITIES*

| Street | Control | Rock Rd. | lin. ft. (+5%) | TOTAL |
|-----------|---------|----------|----------------|-------|
| 4" Yellow | 1500 | 350 | | 2025 |
| 6" " | | | | |
| 12" " | 65 | 100 | | 174 |
| 24" " | | | | |
| 4" White | | | | |
| 6" " | 975 | 500 | | 1024 |
| 12" " | | | | |
| 24" " | | | | |
| LT Arrow | 2 | | | 2 |
| RT Arrow | | 3 | | 3 |
| Removal | 1500 | 1200 | | 2855 |



MARKING DETAIL

STA 44+34 TO STA. 46+50



PAVING IMPROVEMENTS
CENTRAL AVE.
STA. 44+00 TO STA. 46+50

BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
3102-7271 • 315 ELLIS • WICHITA, KANSAS 67211

Project Number: 472 76 246 81632 000 000 001

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R O C K W O O D O D C E N T E R A D D N

Sta. 97+00
P.U.C.
No U.C.
C.L.O. = 162.00
Sta. 97+50
Match Exstg.

+0.956%

+1.480%



Sta. 96+40 - 96+50 Major
Entrance. Construct 6"
Reinforced Conc. Drive to E.
NOTE: The owner is to
reconstruct the drive behind
the E to Maj. Ent. side to
match the street project @
the E.

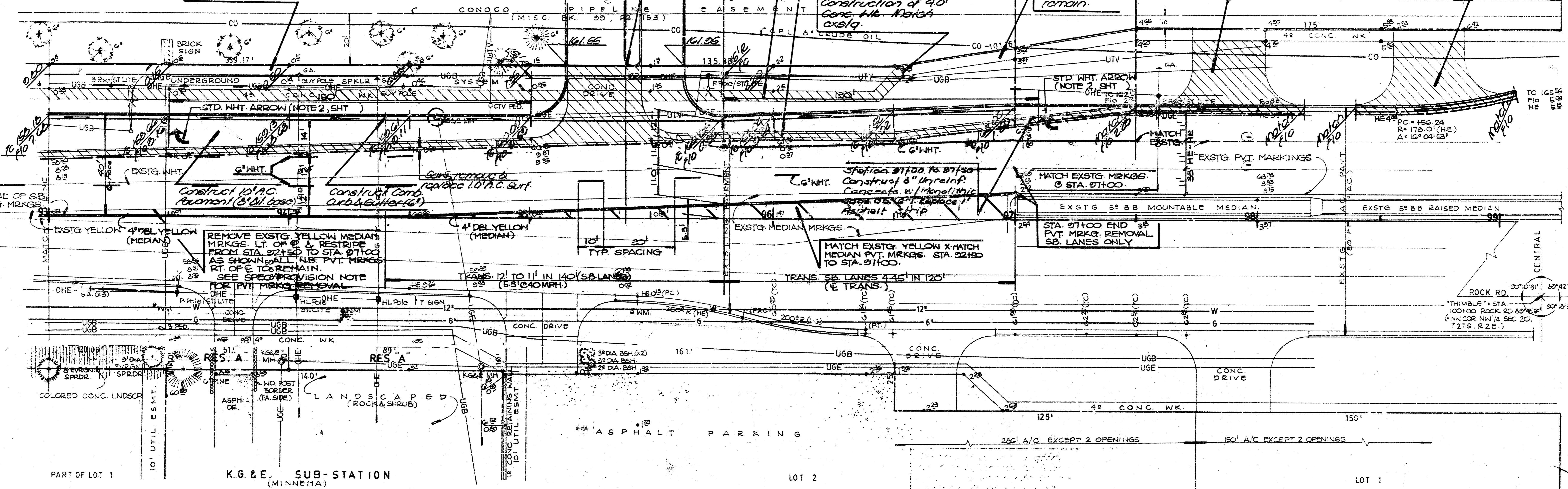
LOT 2

LOT 1

Construct 4.0' Conc.
Sidewalk.

Remove exstg. Conc. Wk.
Remove exstg. Sid. Comb.
Curb & Gutter.

Remove exstg. Conc. Drives to
E. of walk. Exstg. walk to
remain intact.
Construct Comb. Curb & Gutter (6")
Match exstg. Flt (each side)



PART OF LOT 1

K.G. & E. SUB-STATION
(MINNEHA)

LOT 2

LOT 1

B L O C K 1

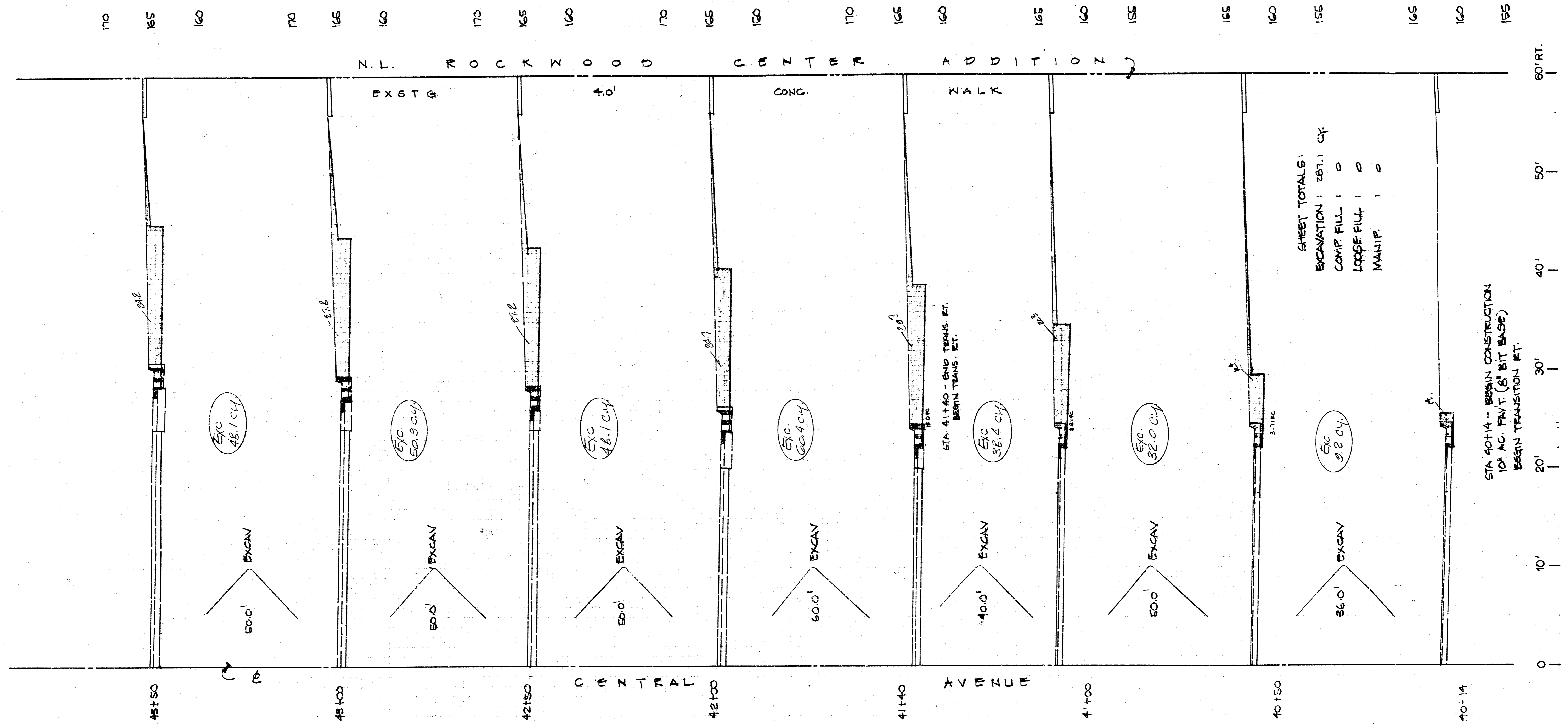
DEAN-RUPERT SECOND ADDN.

D E A N - R U P E R T F I R S T A D D N

| | | | |
|--|--------|-----------|----------------|
| ROCK ROAD | | | |
| STATION 93+00 TO 97+50 | | | |
| BAUGHMAN COMPANY, P.A. | | | |
| SURVEYING & ENGINEERING | | | |
| 310222-7271 • 315 2235 • WICHITA, KANSAS 67211 | | | |
| Design: | Drawn: | Approved: | Date: |
| T.C.R. | | | MAR. 89 |
| | | | Scale: 1"=20' |
| | | | Sheet: 7 of 12 |

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ACCEL. DECEL LANES
 CENTRAL G ROCK ROAD
 412 76 245 81882 000 000 001



SHEET TOTALS:
 EXCAVATION: 281.1 CY
 COMP. FILL: 0
 LOOSE FILL: 0
 MANIP.: 0

STA 40+14 - BEGIN CONSTRUCTION
 10' AC. PAVT. (8" BIT BASE)
 BEGIN TRANSITION ET.

GRAND TOTALS:
 EXCAVATION: 1524.5 CY
 COMP. FILL: 0 CY
 LOOSE FILL: 0
 MANIP.: 0

Exstg. Pmnt. = 4" AC SURF.
 9" AC Base

Exstg. Pmnt. = 2" AC SURF.
 6" CONC. Base

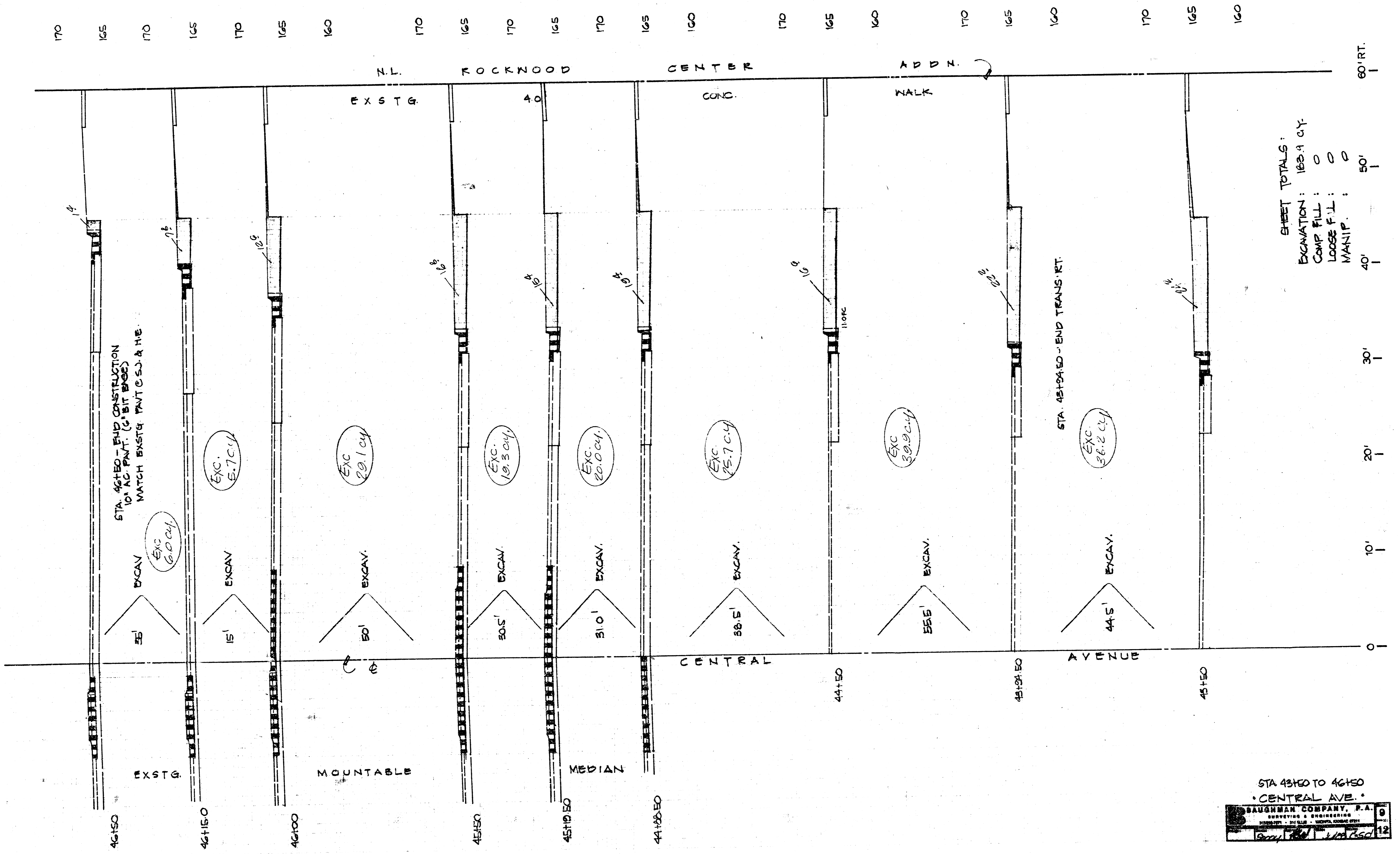
EXCAVATION (CUT)
 PAVT. REMOVAL

STA. 40+14 TO 43+50
 CENTRAL AVE.

BAUGHMAN COMPANY, P.A.
 SURVEYING & ENGINEERING
 12

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ACCEL - DECEL LANES
 CENTRAL & ROCK ROAD
 412 76 245 81832 000 000 001

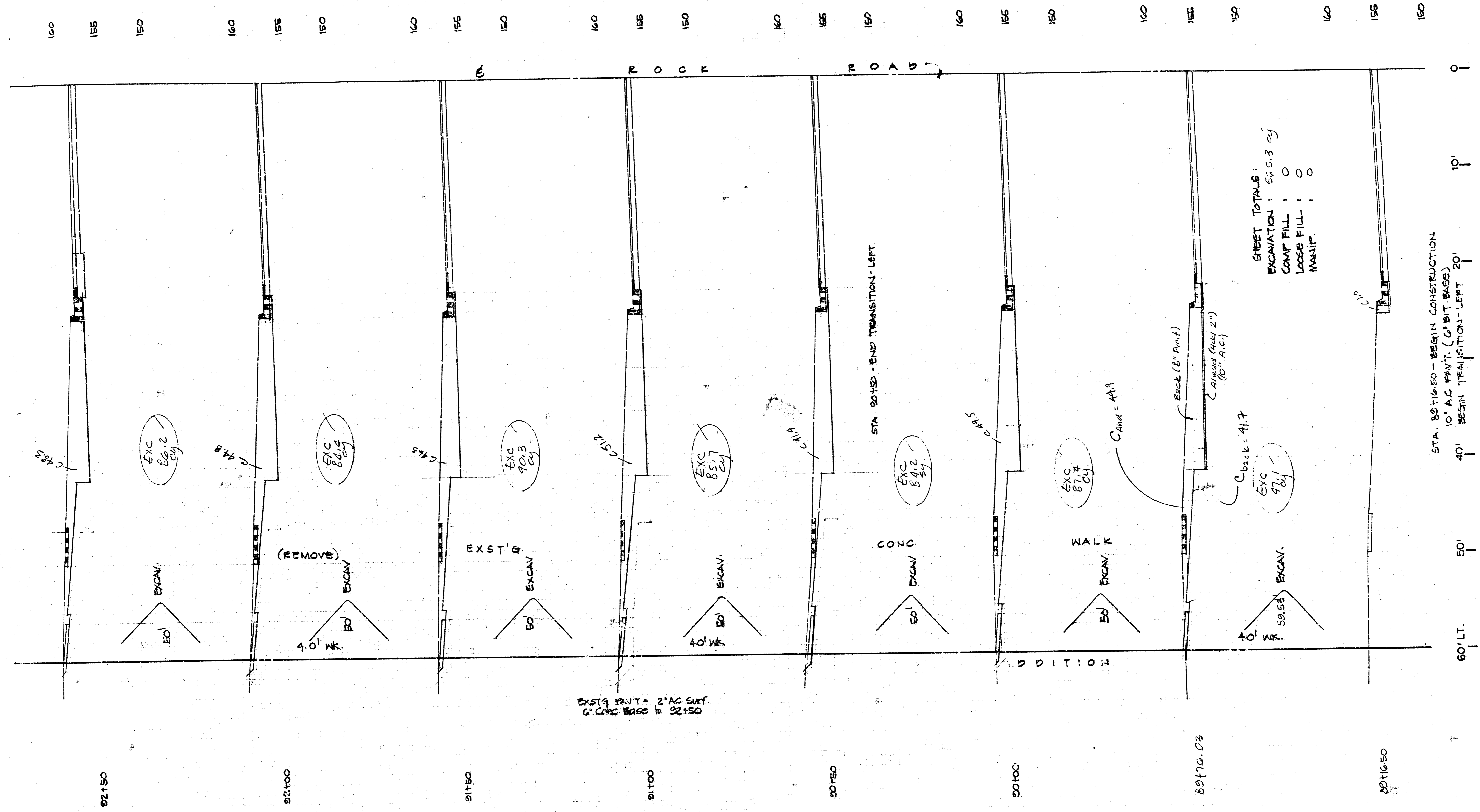


SHEET TOTALS:
 EXCAVATION: 183.9 CY
 COMP FILL: 0
 LOOSE FILL: 0
 MANIP.: 0

STA 45+150 TO 46+150
 CENTRAL AVE.
 BAUGHMAN COMPANY, P.A.
 SURVEYING & ENGINEERING
 1800 N. 10TH ST. SUITE 100
 ROCKFORD, IL 61103
 815-398-1100

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ACCEL. DECEL LANES
 CENTRAL ROCK ROAD
 472 76 246 81832 000 000 001



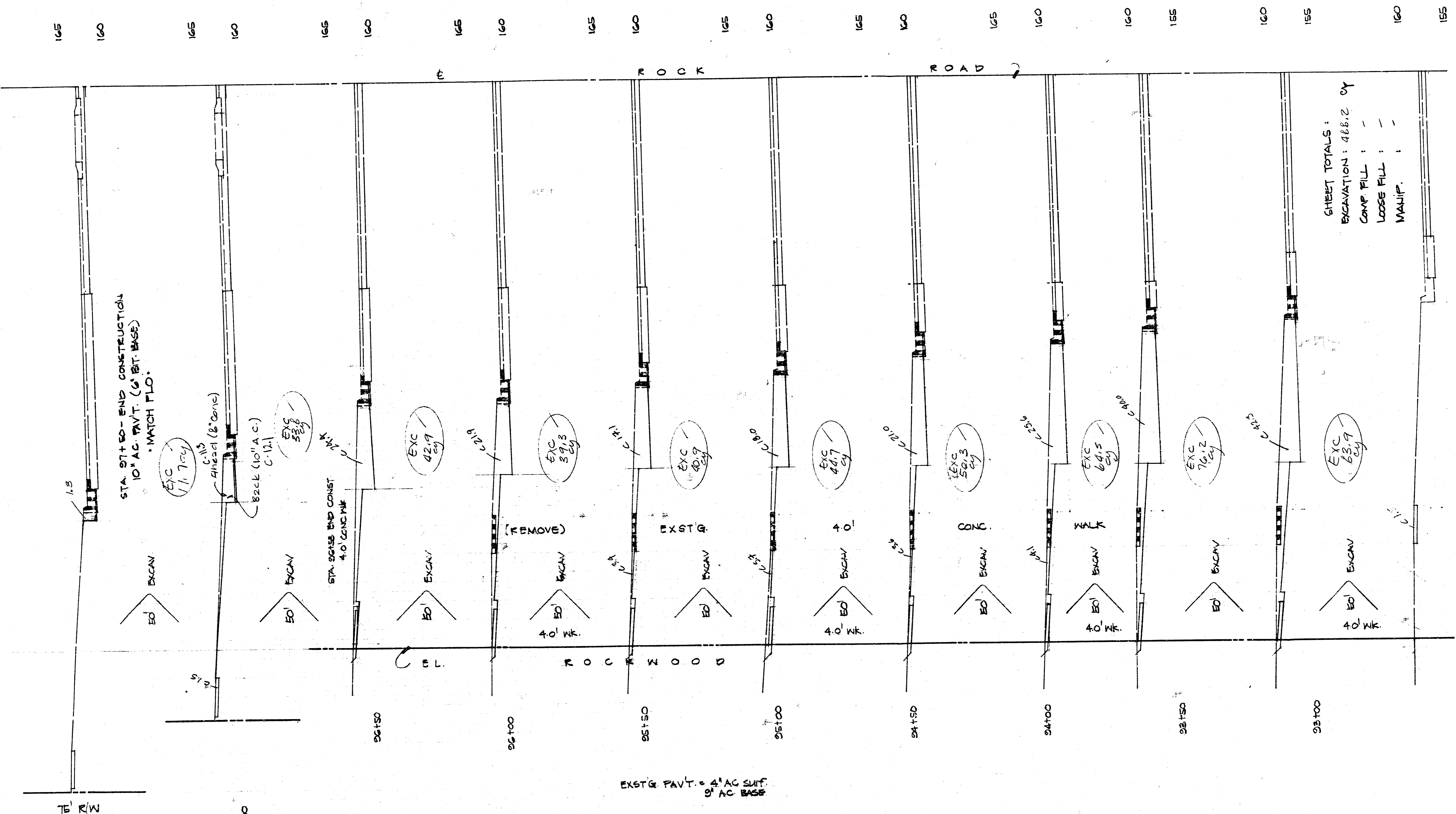
SHEET TOTALS:
 EXCAVATION: 565.3 cy
 COMP. FILL: 0
 LOOSE FILL: 0
 MANIP.: 0

STA. 89+16.50 - BEGIN CONSTRUCTION
 10' AC PAVT. (6" BIT. BASE)
 40' BEGIN TRANSITION - LEFT 20'

STA. 89+16.50 TO 92+50
 ROCK ROAD
 SAUGHMAN COMPANY, P.A.
 SURVEYING & ENGINEERING
 12/15/90

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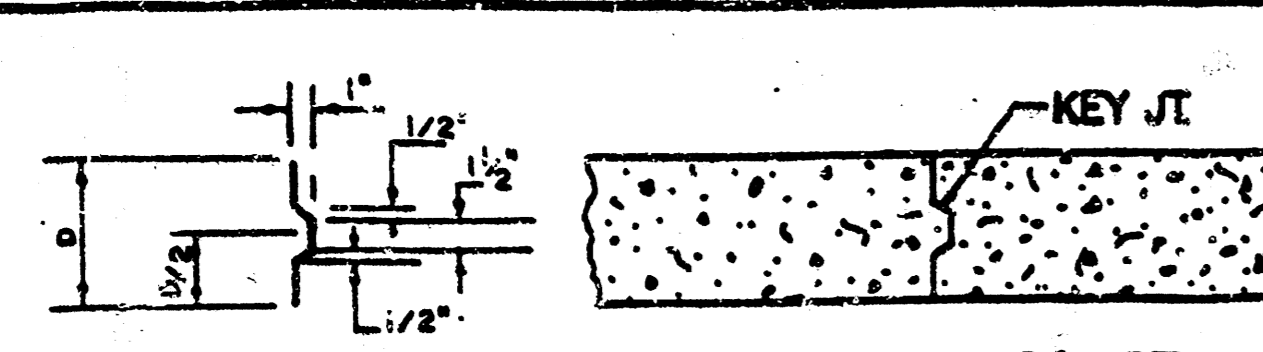
ACCEL · DECEL LANES
 CENTRAL @ ROCK ROAD
 472 76 245 81000 000 001



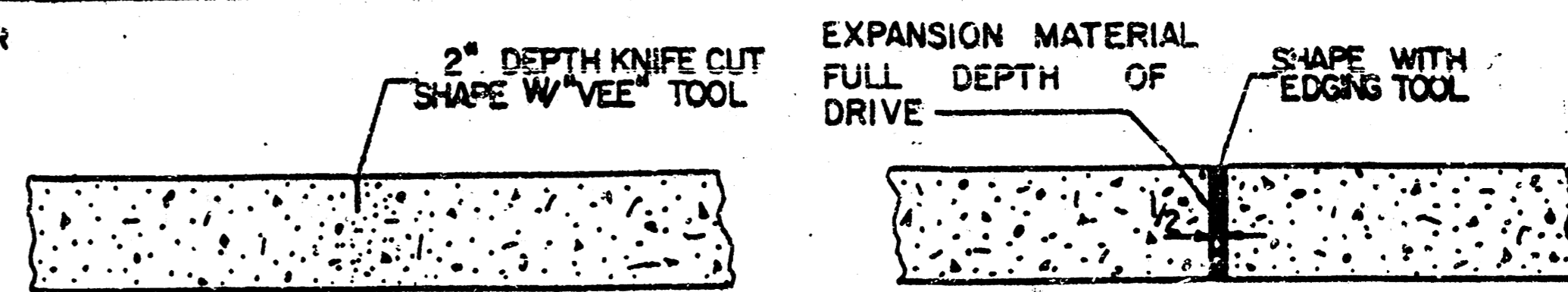
SHEET TOTALS:
 EXCAVATION: 488.2 cy
 COMP FILL: -
 LOOSE FILL: -
 MANIP.: -

STA. 92+50 TO 97+50
 • ROCK ROAD •
 SAUGHMAN COMPANY, P.A.
 SURVEYING & ENGINEERING
 11

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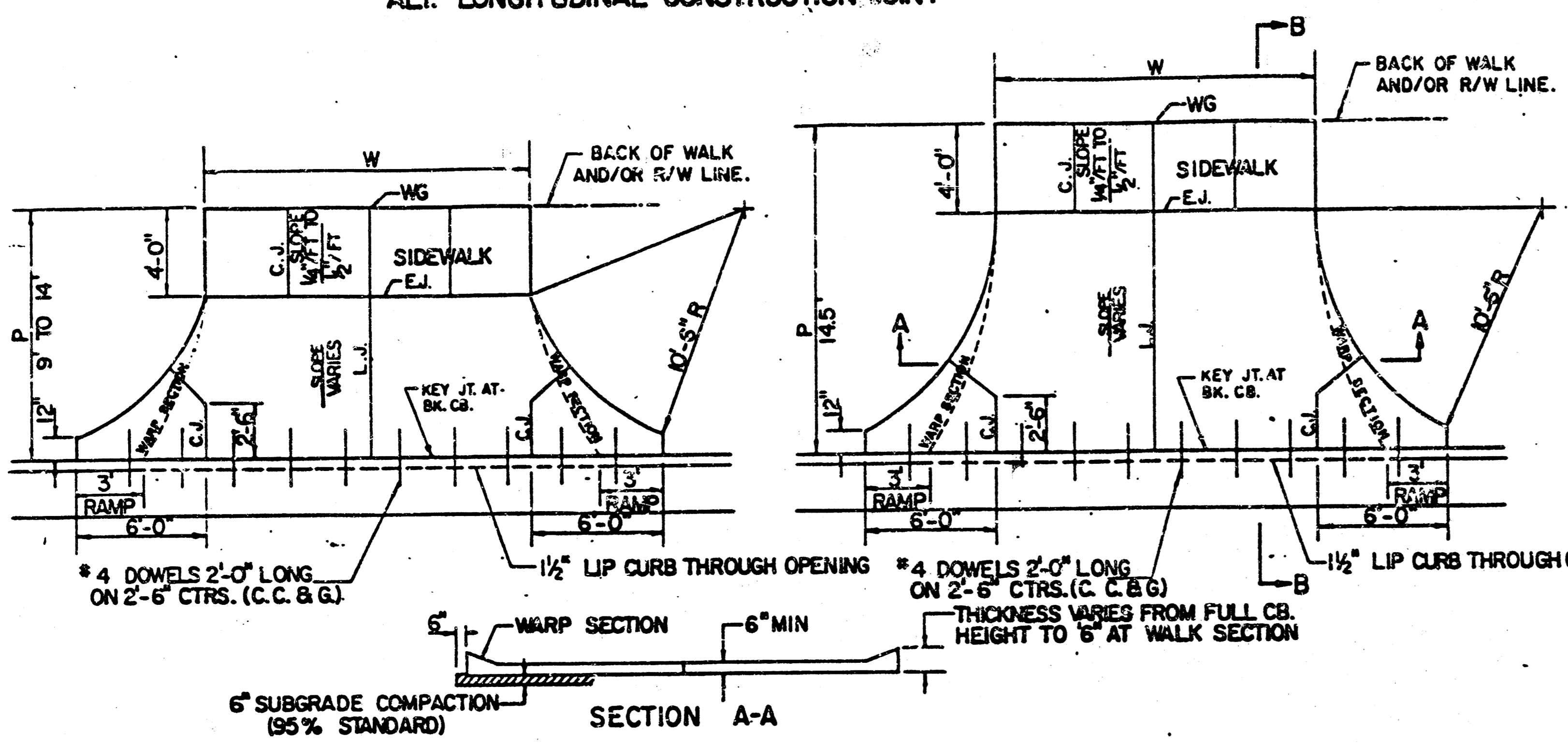


ALT. LONGITUDINAL CONSTRUCTION JOINT



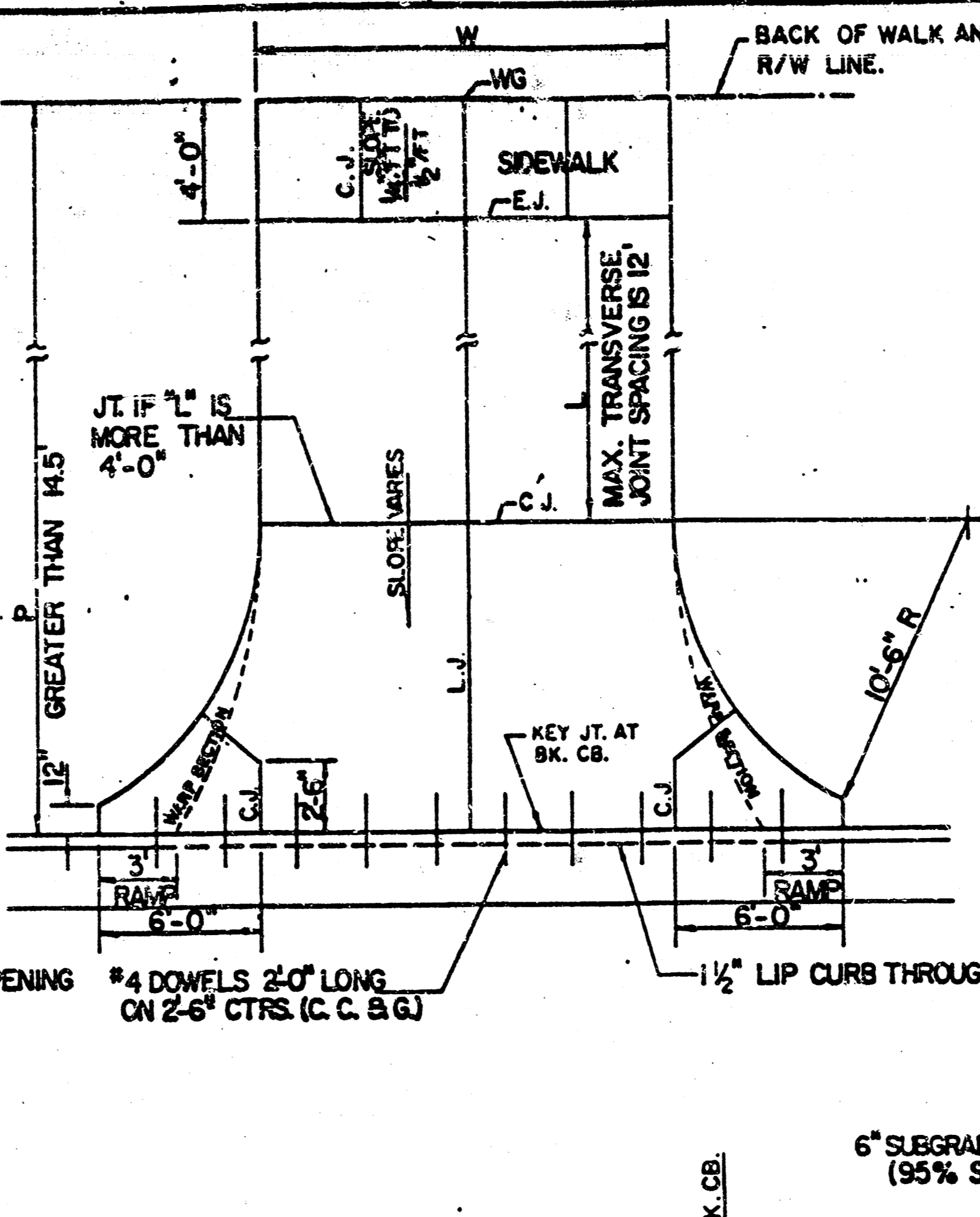
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)
NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)



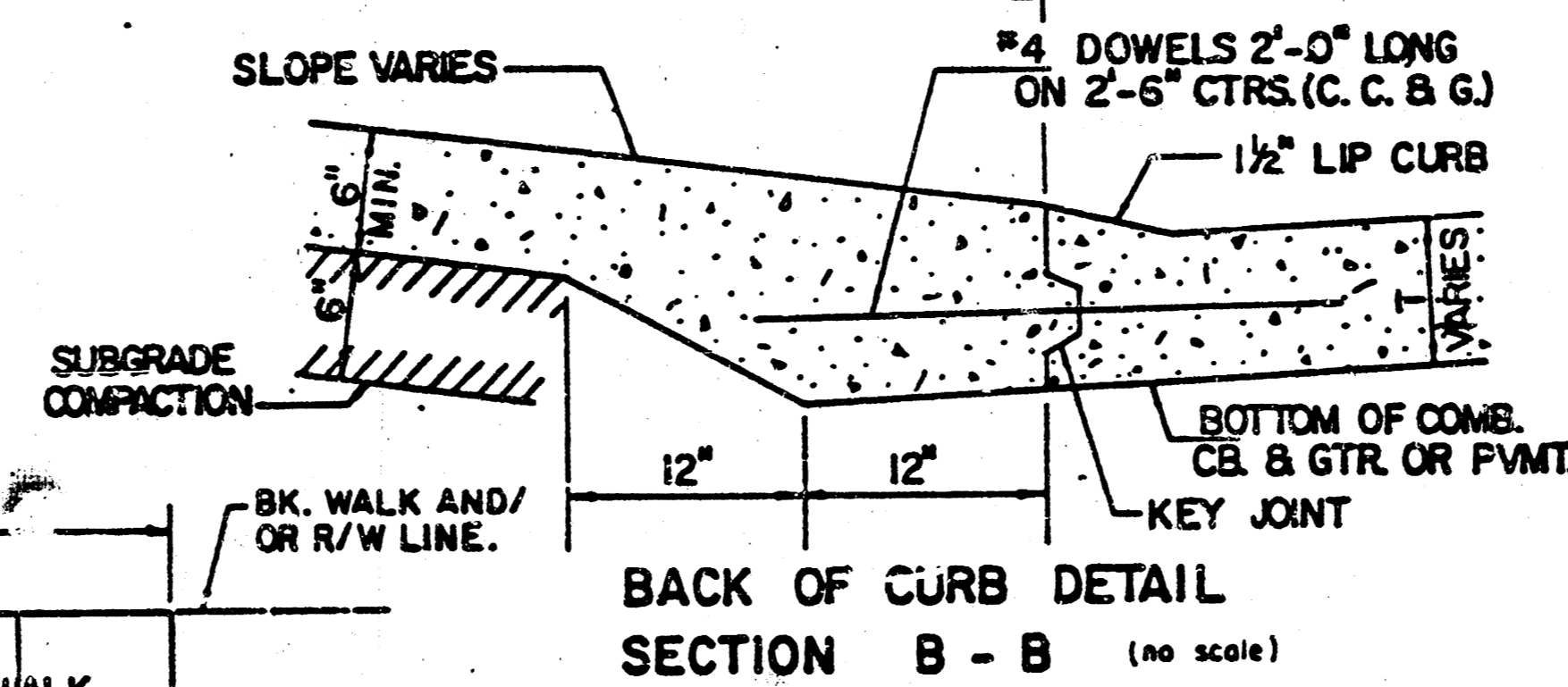
| PARKING WIDTH "P" | 9' | 10' | 11' | 12' | 13' | 14.5' | 20' | 25' | 30' | 35' | 40' | 45' | 50' |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | 0.35' | 0.35' | 0.40' | 0.45' | 0.60' | 0.60' | 1.35' | 1.85' | 2.35' | 2.85' | 3.35' | 3.85' | 4.35' |
| OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | 0.35' | 0.35' | 0.40' | 0.45' | 0.60' | 0.70' | 1.04' | 1.30' | 1.55' | 1.82' | 2.08' | 2.34' | 2.60' |
| OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | 0.19' | 0.21' | 0.23' | 0.25' | 0.27' | 0.30' | 0.42' | 0.52' | 0.62' | 0.72' | 0.82' | 0.92' | 1.02' |
| ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | -1.9' | -1.6' | -1.3' | -1.0' | -0.6' | 0.00' | 0.00' | 0.15' | 0.25' | 0.35' | 0.45' | 0.55' | 0.65' |

RADIUS RAMP DRIVES (P=9.0' & GREATER)

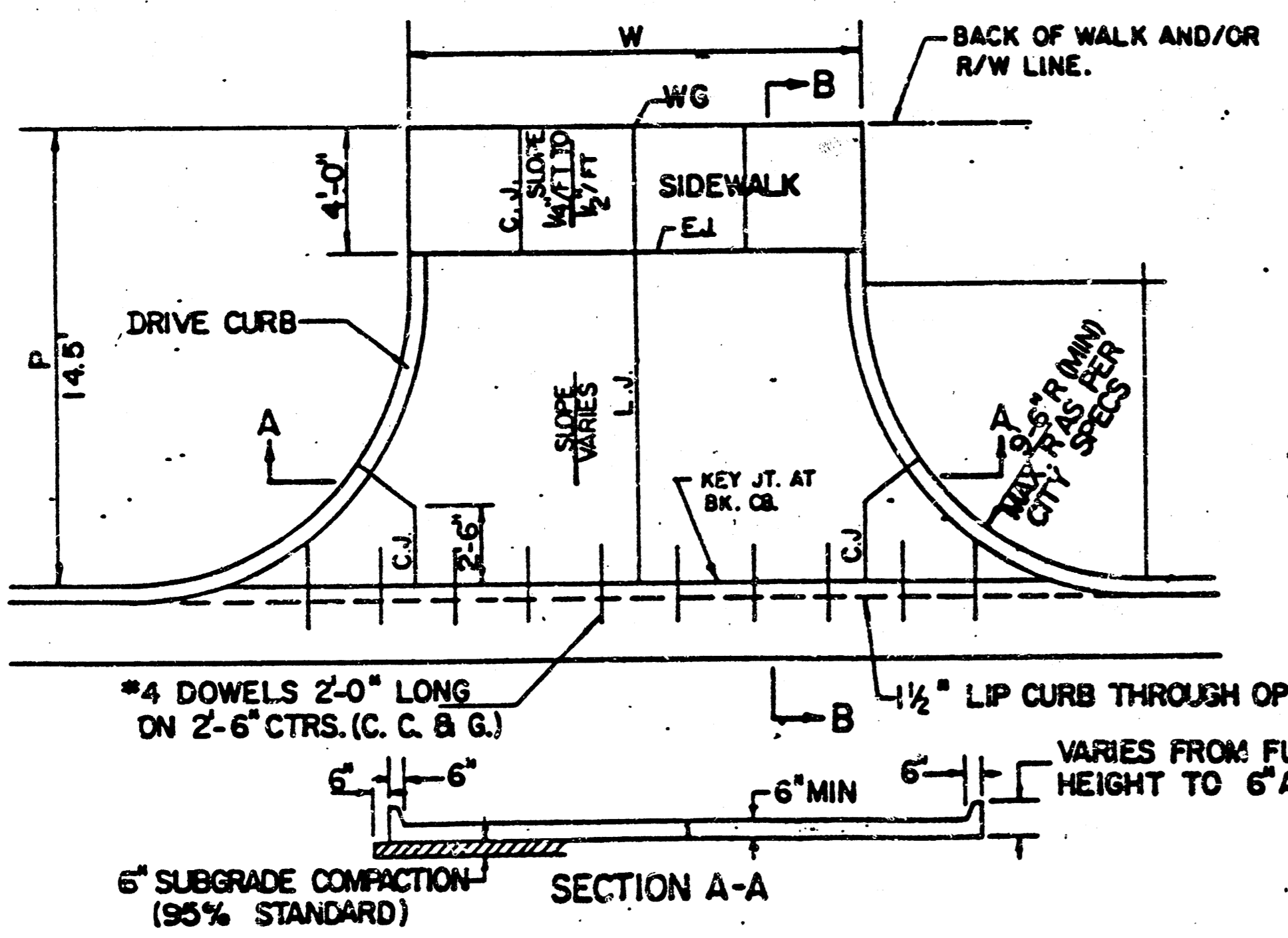


| PARKING WIDTH "P" | 4' | 4.5' | 5' | 5.5' | 6' | 6.5' |
|--|--------|--------|--------|--------|--------|--------|
| DIST. OF PT. "1" ABOVE TOP OF FULL CB. | 0.08' | 0.09' | 0.10' | 0.12' | 0.13' | 0.14' |
| DIST. OF PT. "2" BELOW TOP OF FULL CB. | -0.26' | -0.24' | -0.22' | -0.20' | -0.18' | -0.16' |

FULL RAMP DRIVE (P=4.0' TO 6.5')

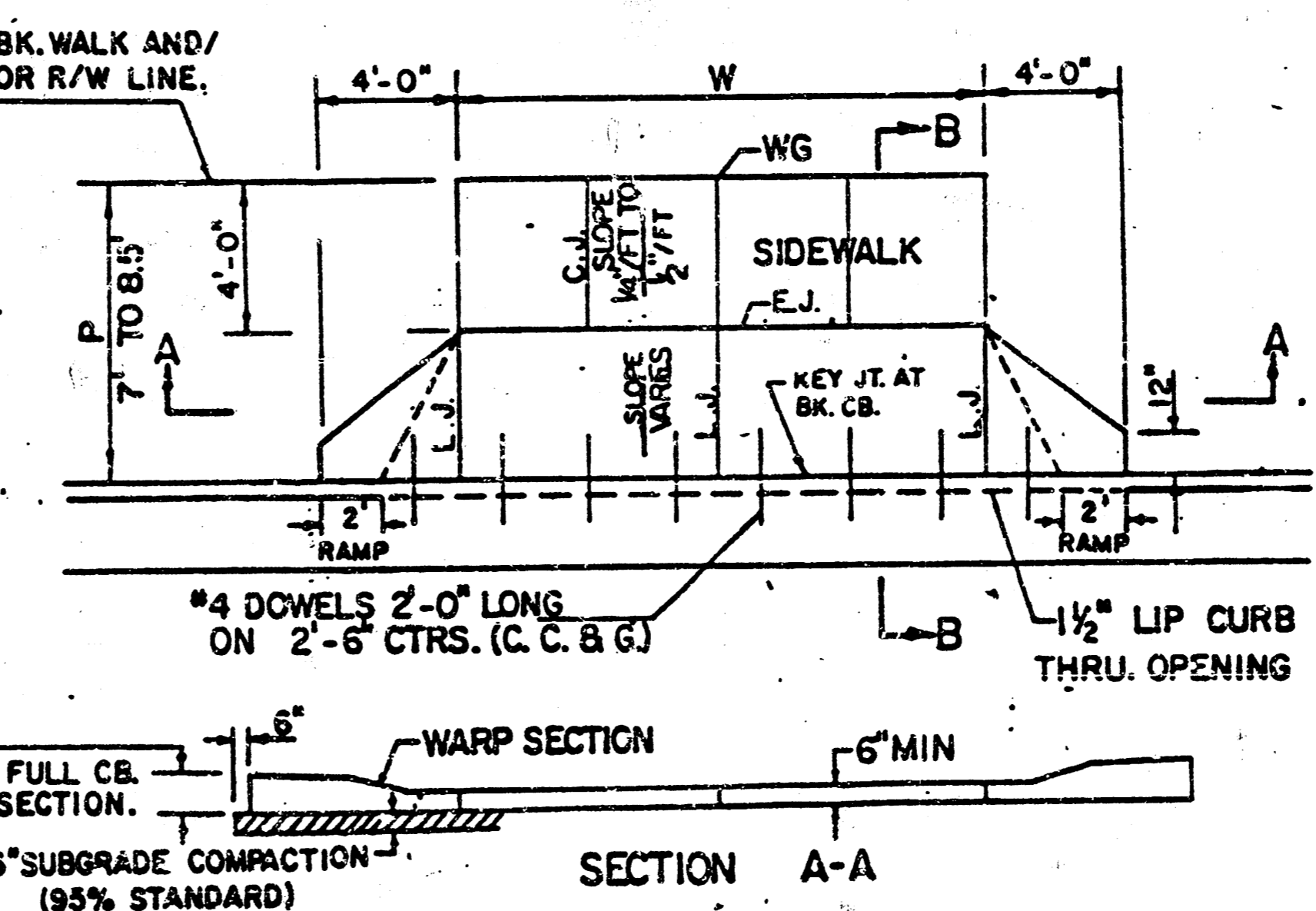


BACK OF CURB DETAIL SECTION B-B (no scale)



| PARKING WIDTH "P" | 14.5' | 20' | 25' | 30' | 35' | 40' | 45' | 50' |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.60' | 1.36' | 1.75' | 2.35' | 2.85' | 3.35' | 3.85' | 4.35' |
| OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.70' | 1.04' | 1.30' | 1.55' | 1.82' | 2.08' | 2.34' | 2.60' |
| OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.30' | 0.42' | 0.52' | 0.62' | 0.72' | 0.82' | 0.92' | 1.02' |
| ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.00' | 0.00' | 0.15' | 0.25' | 0.35' | 0.45' | 0.55' | 0.65' |

FULL RADIUS DRIVES (P=14.5' & GREATER)



| PARKING WIDTH "P" | 7' | 7.5' | 8' | 8.5' |
|---|--------|--------|--------|--------|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.00' | 0.10' | 0.20' | 0.30' |
| OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.00' | 0.10' | 0.20' | 0.30' |
| OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.15' | 0.16' | 0.17' | 0.17' |
| ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB. | -0.25' | -0.20' | -0.20' | -0.20' |

FULL RAMP DRIVE (P=7.0' TO 8.5')

- GENERAL NOTES
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
 - ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "P" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "P" DIMENSION GREATER THAN 24'.
 - DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
 - CONSTRUCTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
 - COSEL BARS SHALL BE OMITTED FROM THE KEVED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONNECTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
 - ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
 - ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
 - ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" #4-#4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONFORMANCE.
 - OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHENEVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

SCALE: 1"=5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
 CITY OF WICHITA, KANSAS
 PROJECT NUMBER 12
 472-76-245-81832-000-001 12

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